

SECTION 1.0 INTRODUCTION AND SUMMARY TO THE FINAL EIR

1.1 PURPOSE OF THE EIR

The City of Calexico Community Development Department (referred to hereinafter as the *Lead Agency*) is reviewing a proposal to construct a new commercial retail center that will consist of approximately 1,069,400 square feet of floor area within a 100-acre vacant site. The proposed project is Phase 2 (*Gran Plaza Power Center*) of a larger Gran Plaza commercial development project. Phase 1 (*Gran Plaza Outlets*) was approved in April 2012 and the Final Environmental Impact Report (SCH No. 2008111004) was certified.¹ Approximately 285,000 square feet of the approved 561,650 square foot Gran Plaza Outlets has been constructed and is now open for business. A detailed project description is provided herein in Section 2. The project Applicant is Gran Plaza, LP, 9034 West Sunset Boulevard, West Hollywood, California 90069.

This Environmental Impact Report (EIR) analyzes the proposed project's short-term (construction-related) impacts and long-term (operational) impacts. The City of Calexico (as Lead Agency for this project) circulated a *Notice of Preparation* (NOP) and an Initial Study for a 30-day period to inform the public and other agencies that a *Draft EIR* will be prepared for the proposed project. In addition, the NOP and the Initial Study indicated the scope and extent of the environmental analysis that should be considered in the Draft EIR. A copy of the NOP, Initial Study, and the comment letters received, following the conclusion of the 30-day review period, are included in Appendix A.

The Draft EIR was circulated for public review for the required 45 days. During this 45-day review period, agencies, the public, and other interested parties were requested to comment on the Draft EIR. The comments and the Lead Agency's responses are included in Section 6. This Final EIR also reflects a number of minor text changes were made to differentiate the Draft EIR from the Final EIR. Text that has been added is noted using underlining while text that has been deleted is shown using ~~strike-out~~.

1.2 OVERVIEW OF THE PROPOSED PROJECT

The project Applicant (Gran Plaza, LP) proposes to develop the Phase 2 of the Gran Plaza retail power center. The proposed development is Phase 2 (Gran Plaza Power Center) of the larger Gran Plaza commercial center development. The new Phase 2 development will consist of approximately 1,069,400 square feet of floor area within (approximately) 12 buildings and will be constructed in two phases (Phase 2A and Phase 2B). The first phase (Phase 2A) would consist of approximately 277,000 square feet of floor area. Phase 2A would be located within the eastern portion of the project site. The second phase (Phase 2B) will consist of approximately 13 buildings with a total floor area of 792,400 square feet. Phase 2B will be located in the westerly portion of the site. The proposed project's buildings would range in height from approximately 19 to 36 feet.² The rear (south) sides of the buildings will face the U.S.-Mexico International Border with a 90-foot security zone setback. This buffer zone will also serve as the loading and truck

¹ City of Calexico. *Calexico Gran Plaza Final Environmental Impact Report*. June 2011.

² Charles Company. *Calexico Gran Plaza Power Center, Site Plans. Sheets A-10, A-1.1, and A-1.2*. November 2012.

circulation point for the retail buildings that will be oriented to the north. Where and if gaps occur between buildings, a barrier will be installed to the satisfaction of the U.S. Customs and Border Protection so as to provide a complete security zone along the south boundary of the property.³ Access to the new Phase 2 development would be provided at four entryways along the realigned West 2nd Avenue. Of these five new entryways, two will be signalized. The project would be designed to allow for and encourage pedestrian circulation that would include transportation nodes with public transit stops located within the project.⁴ However, the precise nature of the tenant mix is not known at this time, though the prospective uses will consist of approximately 1,069,400 square feet of gross floor area. A total of 25 tenant spaces are proposed. The hours of operation of the majority of the retail businesses will range from late morning (10:00 AM) to the late evening (11:00 PM). The hours of future restaurants may be earlier.

1.3 INTENDED USES OF THIS EIR

In accordance with *CEQA Guidelines* Section 15121(a), the purpose of an EIR is to serve as an informational document that will generally inform public agency decision makers and the public of the potentially significant environmental effects of a project, and to identify possible ways to minimize or avoid the significant effects. This EIR also includes an analysis of a reasonable range of alternatives to the proposed project. This EIR, in terms of scope and content, is consistent with Section 15161 of the *CEQA Guidelines*, which states that a project EIR should primarily focus on the changes in the environment that would result from the proposed project's implementation and the transition of the project site from its current condition to the proposed commercial project. In addition, there may be a development agreement between the City of Calexico and the property owner. Therefore, this Draft EIR and Final EIR examined all phases of the proposed project including site preparation, construction, and ongoing operations following the completion of the project's construction.

Pursuant to Section 15105 of the *CEQA Guidelines*, the Draft EIR was circulated for public review for a period of 45 days, beginning March 26, 2015 and ending May 12, 2015. Copies of both the Draft EIR and Final EIR have been provided to interested agencies and the public. The document is also available on the City's website: [http:// www.calexico.ca.gov/index.php](http://www.calexico.ca.gov/index.php).

1.4 FORMAT OF THIS EIR

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the proposed project. This EIR consists of the following sections:

- *Section 1 Introduction and Summary* provides an overview of the environmental review process, describes the purpose of this EIR, indicates the focus of the environmental analysis, and includes a summary.
- *Section 2 Project Description* describes the proposed project and includes a discussion of the objectives the Applicant and the Lead Agency seek to accomplish with the implementation of the

³ Charles Company. *Calexico Gran Plaza Power Center, Site Plans. Project Description*. March 2014.

⁴ Ibid.

proposed project. This section also indicates the discretionary actions associated with the project's approval.

- *Section 3 Environmental Analysis* evaluates the impacts associated with the proposed project's construction and subsequent occupancy. The analysis considers the existing conditions with respect to the issue being discussed, the potential impacts related to the project's construction and subsequent operation, the level of the potential impact weighed against thresholds considered to represent a significant adverse impact, potential cumulative impacts, and measures that will be effective in reducing or eliminating a potential impact.
- *Section 4 Other CEQA Considerations* discusses the manner in which the proposed project will contribute to long-term impacts and cumulative impacts from related projects in the area. This section also indicates those issues where the impact is significant and unavoidable and describes potential growth-inducing impacts.
- *Section 5 Alternatives Analysis* discusses various alternatives that were considered as part of the planning process. The impacts of a no project alternative, a reduced density (commercial) land use alternative, and an industrial land use alternative are considered in this analysis.
- *Section 6 Comments on the Draft EIR and Lead Agency Responses* includes a verbatim listing of the comments received on the Draft EIR and the Lead Agency's responses. This section also indicates the revisions that were made to the EIR by reference.
- *Section 7 References* lists those individuals involved in this document's preparation and the primary references consulted in the analysis.
- The *Appendices* include a copy of the Initial Study, the Notice of Preparation (NOP), the responses to the NOP, the air quality worksheets, the noise prediction model, the water supply assessment, and the Traffic Report.

1.5 FOCUS OF ENVIRONMENTAL ANALYSIS

As part of the environmental review for the proposed project, the Lead Agency prepared and circulated an Initial Study that included a preliminary evaluation of potential impacts associated with the project's construction and subsequent operation. The Initial Study provided the basis for determining the nature and scope of the environmental analysis that should be undertaken as part of the EIR's preparation. The environmental analysis in this EIR focuses on those issues where it was determined, as part of the Initial Study's preparation, that there was a potential for significant environmental impacts in the absence of mitigation. The issues that were identified as requiring analysis in this EIR are listed below:

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| <ul style="list-style-type: none">• Air Quality;• Biological Resources;• Cultural Resources;• Greenhouse Gas Emissions; | <ul style="list-style-type: none">• Hazards and Hazardous Materials;• Hydrology and Water Quality;• Land Use and Planning;• Noise; |
|--|---|

- Public Services;
 - Transportation and Traffic;
- Urban Decay; and,
 - Utilities.

Under CEQA, a significant effect on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a proposed project. This EIR considers those issues that were identified in the Initial Study as being potentially significant. The Initial Study is included herein in Appendix A. The Initial Study also determined that the proposed project would not result in significant adverse impacts for a number of issue areas, which are identified below.

- Aesthetics;
 - Agricultural and Forestry;
 - Geology and Soils;
- Mineral Resources;
 - Population and Housing; and,
 - Recreation.

1.6 ISSUES OF POTENTIAL CONTROVERSY

As indicated previously in Section 1.3, the Initial Study and NOP were circulated by the City to the State Clearinghouse, interested agencies, and the public. The State Clearinghouse issued a project number for this EIR (SCH No. 2014061070). The NOP was circulated for comments beginning June 19, 2014 and ending July 18, 2014. A copy of the NOP and comments received on the NOP are included in Appendix A of this EIR. Responses to the NOP were received from the following agencies:

- Imperial County Air Pollution Control District;
- California Department of Transportation (Caltrans), District 11;
- Native American Heritage Commission; and,
- Imperial Irrigation District.

Key environmental concerns raised by these organizations included storm water retention and conveyance; existing hazardous substances; airport land use compatibility; traffic, and existing Native American cultural resources. This EIR addresses each of the aforementioned areas of concern.

1.7 SUMMARY OF ENVIRONMENTAL ANALYSIS

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the proposed project. The analysis focuses on the proposed project's impacts for a number of issue areas including: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation and traffic, utilities, and energy. The analysis determined that mitigation would be required for all of the issues examined as a means to reduce the level of impact to levels that are less than significant. The findings of the environmental analysis are summarized in Table 1-1.

**Table 1-1
 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts		
<p>The project site is located in the City of Calexico, which is located within the Salton Sea Air Basin (SSAB). The SSAB includes all of Imperial County and the southeast portion of Riverside County.</p> <p>The project site is located between a recently constructed commercial center to the east, the Calexico International Airport to the north, the border fence and City of Mexicali to south, and vacant land to the west. Currently, there are no sensitive receptors within 1,000 feet of the project site. In addition, there is no future sensitive land uses planned in the areas surrounding the project site.</p>	<p>The AQAP for the SSAB, through the implementation of the <i>Imperial County Air Quality Attainment Plan for Ozone</i> and the <i>State Implementation Plan for PM10 in the Imperial Valley</i> have established a comprehensive program that would lead the ICAPCD into compliance with all Federal and State air quality standards.</p> <p>The implementation of the proposed project would generate more vehicle trips than anticipated in the AQAP due to the trip generation rates associated with commercial land uses compared to those typically associated with industrial land uses. As a result, the proposed project conflicts with the AQAP emission projections that assumed an industrial land use for the project site. Furthermore, the impacts would be significant and unavoidable related to the applicable air quality management plans.</p> <p>The potential air emissions include the following two categories: short-term (construction-related) emissions and long-term (operational) emissions.</p> <p>The entire project construction period is expected to last for approximately 24 months. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2) which was adapted for the SSAB. The project's construction will exceed thresholds for ROG, NOx, and PM10.</p> <p>Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational.</p> <p>The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of energy (natural gas and electrical). The analysis of long-term operational impacts also used the CalEEMod computer model that was adapted for the SSAB. The proposed project would generate emissions that would exceed the thresholds for ROG, NOx, CO, and PM10.</p>	<p>The project applicant shall implement all of the Tier 2 mitigation measures for project operations. The following mitigation would be required to further reduce air emissions to levels that are less than significant:</p> <p><i>Air Quality Mitigation: Measure No. 1.</i> As provided by the ICAPCD <i>CEQA Air Quality Handbook (2007)</i>, to further reduce impacts related to fugitive dust the project applicant shall implement all of the following standard mitigation measures for fugitive dust control and equipment emissions.</p> <ul style="list-style-type: none"> ● All disturbed areas not being actively utilized shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent. Opacity for dust emissions by using water, chemical stabilizers, dust suppressants, tarps, or other suitable material such as vegetative ground cover. ● All on-site and off-site unpaved roads will be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants, or watering. ● All unpaved traffic areas one acre or more with 75 or more average vehicle trips per day will be effectively stabilized, and visible emission shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants, or watering. ● The transport of bulk materials shall be completely covered unless 6-inches of freeboard space from the top of the container is maintained with no spillage and loss of bulk material. In addition, the cargo compartment of all haul trucks is to be cleaned and/or washed at a delivery site.

**Table 1-1
 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts (continued)		
		<ul style="list-style-type: none"> ● All track-out or carry-out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an urban area. ● Movement of bulk material handling or transfer shall be stabilized prior to handling or at points of transfer with application of sufficient water, chemical stabilizers, or by sheltering or enclosing the operation and transfer line. ● The use of alternative fueled or catalyst equipped diesel construction equipment, including all off-road and portable diesel powered equipment. ● Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes as a maximum. ● Limit, to the extent feasible, the hours of operation of heavy equipment and/or the amount of equipment in use. ● Replace fossil fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set). <p><i>Air Quality Mitigation: Measure No. 2:</i> As provided by the ICAPCD CEQA Air Quality Handbook (2007), the project Applicant shall implement all of the following Tier 2 standard and discretionary mitigation measures for project operations:</p> <ul style="list-style-type: none"> ● The Applicant shall provide on-site bicycle lockers and/or racks. ● The Applicant shall provide on-site eating, refrigeration, and food vending facilities to reduce lunchtime trips. ● The Applicant shall implement measures which meet mandatory, prescriptive, and/or performance measures as required by Title 24.

**Table 1-1
 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts (continued)		
		<ul style="list-style-type: none"> • The Applicant shall increase street tree planting. • The Applicant shall provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. • The Applicant shall increase number of bicycle routes/lanes. • If the project is located on an established transit route, the Applicant shall improve public transit accessibility by providing transit turnouts with direct pedestrian access to protect or improve transit stop amenities. • The Applicant shall provide shower and locker facilities to encourage employees to bike and/or walk to work. • The Applicant shall provide for paving a minimum of 100 feet from the property line for commercial driveways that access County paved roads as per County Standard Commercial Driveway Detail 410B (formerly SW-131A). • For bus services within a ¼ mile of the project, the Applicant shall provide bus stop improvements such as shelters, route information, benches, and lighting. • The Applicant shall implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment. • The Applicant shall provide pedestrian signalization and signage to improve pedestrian safety. • The Applicant shall synchronize traffic lights on streets impacted by the development.

**Table 1-1
 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts (continued)		
		<ul style="list-style-type: none"> ● The Applicant shall use roof material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs. ● The Applicant shall use built-in energy efficient appliances, where applicable. ● The Applicant shall use double-paned windows, where appropriate. ● The Applicant shall provide use low energy parking lot and street lights (i.e. sodium). ● The Applicant shall use low energy traffic signals (i.e. light emitting diode). ● The Applicant shall install door sweeps and weather stripping if more efficient doors and windows are not available. ● The Applicant shall install high efficiency gas/electric space heating <p>As provided by the ICAPCD <i>CEQA Air Quality Handbook (2007)</i>, the project applicant shall implement all of the following Tier 2 standard and discretionary mitigation measures for project operations:</p> <ul style="list-style-type: none"> ● The Applicant shall provide on-site bicycle lockers and/or racks.\ ● The Applicant shall provide on-site eating, refrigeration, and food vending facilities to reduce lunchtime trips. ● The Applicant shall implement measures which meet mandatory, prescriptive, and/or performance measures as required by Title 24. ● The Applicant shall increase street tree planting.

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 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts (continued)		
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 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts (continued)		
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**Table 1-1
 Summary of Impacts**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Air Quality Impacts (continued)		
		<p><u>In addition to the aforementioned mitigation measures, the ICAPCD as part of its review of the Draft EIR requested the following measures to be added:</u></p> <ul style="list-style-type: none"> ● <u>The project Applicant must submit a "Construction" Dust Control Plan at least 14 working days prior to any earthmoving activities.</u> ● <u>The project Applicant must submit a Construction Notification Form 10 days prior to any earthmoving activities.</u> ● <u>In order to assure that NO_x emissions remain less than significant the project Applicant must submit a current list of off-road equipment to be utilized during construction with the following minimum information: Make, Model, Horsepower, Year, hours of daily use and the total number of that piece of equipment.</u> ● <u>The list of off-road equipment must be updated periodically but no later than every two weeks.</u> ● <u>The use of the equipment will be analyzed by the air district and compared to the NO_x emissions that are resulting. Any emissions in excess of the NO_x emission thresholds found in the CEQA handbook will need to be mitigated with either an off-site project or in accordance with Policy 5.</u> ● <u>The project Applicant will pay all pertinent Rule 310 fees prior to the issuance of a building permit.</u>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Biological Resources Impacts		
<p>The topography of the project site is mostly level and has been graded. The Phase 1A of the outlet center, located to the east of the project site, has been constructed and is now open for business. The majority of the Phase 2 Power Center project sites are heavily disturbed and regularly groomed and patrolled by the U.S. Border Patrol. Previously occurring patches of native saltbush scrub, tamarisk trees (<i>Tamarix ramosissima</i>), giant cane (<i>Arundo donax</i>), and fan palms (<i>Washingtonia robusta</i>) were cleared and graded as part of the Phase 1 development, except for a small triangular area of disturbed saltbush scrub just south of Calexico Airport and existing 2nd Street. Ruderal species such as Russian thistle (<i>Salsola iberica</i>) and pigweed (<i>Chenopodium album</i>) remain scattered throughout the site.</p> <p>Previous biological surveys that were conducted as part of the Final EIR for the Calexico Gran Plaza project (October 2008) identified the following species within this immediate area: house finch (<i>Carpodacus mexicanus</i>), common raven (<i>Corvus corax</i>), roadrunner (<i>Geococcyx californianus</i>), brown-headed cowbird (<i>Malothrus ater</i>), mockingbird (<i>Mimus polyglottos</i>), phainopepla, (<i>Phainopepla nitens</i>), black phoebe (<i>Sayornis nigricans</i>), American kestrel (<i>Falco sparverius</i>), and western kingbird (<i>Tyrannus verticalis</i>).</p> <p>During previous surveys, several bird species associated with aquatic habitats were also noted at the 2nd Street bridge crossing of the New River. These included the great blue heron, (<i>Ardea herodias</i>), great egret (<i>Ardea alba</i>), barn swallow (<i>Hirundo rustica</i>), mallard (<i>Anas platyrhynchos</i>), and great-tailed grackle (<i>Quiscalus mexicanus</i>).</p> <p>A list of special status plant and animal species reported to occur within the vicinity of the project site was derived from scientific literature, a search of the California Natural Diversity Database, and biological reports collected on the area. Of the plants and animals identified in these surveys, only the burrowing owl (<i>Athene cunicularia</i>), ferruginous hawk (<i>Buteo regalis</i>), and mountain plover (<i>Charadrius montanus</i>) would be potentially present. Because of the site's lack of suitable foraging habitat, only the burrowing owl is found within the project site.</p>	<p>Implementation of the proposed project would ultimately impact the entire site and although the site is highly disturbed, it does support a variety of birds, including special status species. During a previous survey (October 2008), two burrowing owls were observed utilizing a burrow and foraging near the western end of the project site. This would be a significant impact and it has been recommended that additional burrowing owl surveys be conducted according to the <i>Burrowing Owl Survey Protocol and Mitigation Guidelines</i> of the California Burrowing Owl Consortium within 30 days of the start of construction.</p> <p>These surveys have been completed and the relocation is underway. In addition, the proposed project could affect two other special status species, the ferruginous hawk and mountain plover, though these species have a low potential for occurring on the site.</p> <p>Indirect impacts to biological resources resulting from construction and operation of the project could include generation of noise levels in excess of those currently occurring on the site and in adjacent habitats, generation of fugitive dust, and generation of light and glare.</p> <p>No high quality native wildlife habitat is located in the immediate vicinity of the proposed project.</p> <p>Birds foraging in the open waters of nearby canals may be affected, along with nesting burrowing owls on the adjacent agricultural areas. However, egrets have been noted to forage in canals adjacent to existing development and burrowing owls have been observed in areas adjacent to existing residential development. These birds did not seem to be impacted by the adjacent development.</p>	<p>Prior to the commencement of any grading or construction activities, the project Applicant shall conduct a burrowing owl survey per the <i>Burrowing Owl Survey Protocol and Mitigation Guidelines</i> of the California Burrowing Owl Consortium (1993) or per the <i>Staff Report on Burrowing Owl Mitigation</i> prepared by CDFW (1995), and surveys for ferruginous hawks and mountain plovers, as follows:</p> <ul style="list-style-type: none"> ● A qualified biologist, retained by the project Applicant and approved by the City, shall conduct a pre-construction survey within and adjacent to ruderal habitat within 30 days of the commencement of any grading, demolition, or construction activities. This survey shall include two early morning surveys and two evening surveys to ensure that all owl pairs have been located. ● If preconstruction surveys undertaken during the breeding season (February 1st through August 31st) locate active nest burrows within 250 feet of construction zones, the qualified biologist, in consultation with the CDFW, shall delineate a buffer of 250 feet around them in which grading, demolition or other construction activities shall be prohibited until the breeding season is over. ● During the non-breeding season (September 1st through January 31st), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist in consultation with the CDFW. This plan shall provide for the owl's relocation to nearby lands possessing available nesting habitat. Suitable development-free buffers shall be maintained between replacement nest burrows and the nearest building, pathway, parking lot, or landscaping. <p><i>The potential impacts are less than significant with adherence to the aforementioned mitigation.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Cultural Resources Impacts		
<p>The greater San Diego area was inhabited by a group of people known generally as the Diegueño. The territory of the Diegueño was constrained by the Pacific Ocean on the west and by several other Native groups to the north (the Luiseño, Cupeño, and Cahuilla).</p> <p>The Kumeyaay or “Kamia” are one of many local Native tribes collectively referred to as the Diegueño, specifically representing populations occupying an area from present-day San Diego to just west of the lower Colorado River. Within the Kumeyaay sphere of influence were different linguistic dialects, one of which was known as the <i>Tipai</i>. The <i>Tipai</i> occupied territory south of the San Diego River, east toward the Colorado River, and south beyond the modern international border into Baja California.</p> <p>The project area is also located within the Pataya Cultural Area, a little understood cultural entity covering an area that extends from the northwestern corner of modern-day Arizona continuing south and southwest into southern California and northern Baja California, extending to the Pacific Ocean.</p> <p>The historic period for southeastern California began in 1540 with the arrival of the Europeans and the Spanish <i>entradas</i> with Hernando de Alarcon who traveled up the Colorado River via the ocean and Melchior Diaz, who came by land to the Winterhaven/Yuma area. In 1769, Francisco Garces and Padre Juan Diaz established two small Franciscan missions.</p> <p>The cities of Brawley, Calexico, El Centro, and Holtville were incorporated in 1911.</p>	<p>A cultural resources records search was requested on August 28, 2008, and completed by the Southeast Information Center (SEIC), located at the Department of Anthropology, Imperial Valley College Desert Museum on September 4, 2008. This record search included the identification of previous cultural resource projects and resources located within the project area, as well as within a one-half mile buffer around the project area.</p> <p>Results of the SEIC records search indicated that no cultural resource studies have been completed within the project area; six studies have been completed within a one-half mile radius of the project area. The research also indicated that there were no previously recorded cultural resources located within the project area though the SEIC identified two resources within a one-mile radius of the project area though both were historic.</p> <p>A vehicular windshield assessment and “walkover” of the project area was also completed. The purpose of this survey was to identify any cultural resources that may remain in the project area. No cultural resources were identified during the archaeological survey.</p> <p>The entire site has been disturbed as part of weed abatement activities since the survey was completed and the eastern portion of the larger development site has undergone development. As part of future grading and excavation activities, the potential exists for the inadvertent discovery of previously unidentified cultural resources or the discovery of subsurface cultural deposits within the development site.</p> <p>The project site has undergone extensive disturbance due to previous human activities that have include land clearance and weed abatement. The neighboring area to the east has also undergone development as part of the construction activities for the Phase 1 development. These soils are not conducive to the preservation of fossil materials.</p>	<p>The following measures are required to mitigate any potential impacts associated with grading and excavation activities.</p> <ul style="list-style-type: none"> • If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified archaeologist, approved by the City, to assess the significance of the find. If a find is determined to be significant, the Lead Agency and the archaeologist, in consultation with Native American representatives, will meet to determine appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered will be, as necessary and at the discretion of the qualified archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits. • A professionally qualified archaeological monitor, retained by the project Applicant and approved by the City, shall be present during proposed construction activities anticipated to breach a depth of 12 feet, such as grading, trenching, or infrastructure installation. If previously unidentified cultural materials are unearthed during construction, work shall cease within 50 feet of the find and the significance of the find shall be assessed by a qualified archaeologist retained by the project. • If previously unidentified paleontological resources are unearthed during construction, work shall cease within 50 feet of the find and the project Applicant shall retain a qualified paleontologist, approved by the City, to assess the significance of the find. The Lead Agency and the paleontologist will determine appropriate avoidance measures or other appropriate mitigation.

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Cultural Resources Impacts (continued)		
	<p>Excavation will be required for building footings and the installation of utilities though this excavation will not likely extend into any fossil-containing bedrock layers. However, the potential for the discovery of such resources cannot be completely discounted.</p> <p>There was no indication, either from the archival research or the archaeological survey, that the project area had been used for human burials in the recent or distant past. Although it is unlikely that human remains would be encountered during construction of the proposed Phase 2 project, the potential exists for the inadvertent discovery of previously unidentified human remains within the project site.</p> <p>As part of the grading for the Phase 1A development, five graves were discovered. The contractors adhered to the required protocols identified in the EIR prepared for the Phase 1 development. In the event that human remains are discovered during subsurface activities, including those interred outside of formal cemeteries, the human remains could be inadvertently damaged, which could be a significant impact.</p>	<ul style="list-style-type: none"> • All significant fossil materials recovered will be, as necessary and at the discretion of the qualified paleontologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. • If human skeletal remains are uncovered during project construction, all work within 50 feet of the find shall stop and the project Applicant shall immediately contact the Imperial County Coroner to evaluate the remains following the procedures and protocols set forth in Section 15064.5 (e)(1) of the <i>CEQA Guidelines</i>. If the County coroner determines that the remains are Native American, the project Applicant will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the project <p><i>The potential impacts are less than significant with adherence to the aforementioned mitigation.</i></p>
Greenhouse Gas Emissions Impacts		
<p>Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. These greenhouse gases trap the heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Of all the GHGs, CO₂ is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO₂.</p>	<p>The proposed project would contribute to the emissions of GHGs, primarily CO₂, emitted by construction and operational activities. GHG impacts generally are considered to be cumulative impacts from a climate change perspective.</p> <p>The project's GHG emissions will be compared to the size of major facilities that are required to report GHG emissions (25,000 metric tons/year of CO₂e) to the State; and the project size will also be compared to the California GHG emissions limit of 427 million metric tons per year of CO₂e emissions by 2020.</p>	<p>The following measures are required to mitigate potential GHG impacts</p> <ul style="list-style-type: none"> • The Applicant shall design buildings to be energy efficient using the 2010 Draft California Green Building Standards Code (Effective January 1, 2011). • The Applicant shall install efficient lighting consisting of at least 90 percent ENERGY STAR qualified hard-wired fixtures. Use daylight as an integral part of lighting systems in buildings.

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Greenhouse Gas Emissions Impacts (continued)		
<p>To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e. In addition, there are a number of man-made pollutants, such as CO, NO_x, non-methane VOC, and SO₂, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.</p>	<p>The total project-related operational emissions (direct and indirect) would result in 12,345.05 MTCO₂e/year without incorporation of project design features that promote energy and water conservation. The proposed project is also intended to promote sustainable development through infill and solid waste recycling and reduction, and other energy conservation strategies. As a result, the impacts are less than significant.</p> <p>The City of Calexico, Imperial County, nor the ICAPCD have any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. As a result, the project would not pose a conflict with any such plan.</p> <p>Total project-related “business as usual” operational emissions (direct and indirect) would result in 61,612.49 MTCO₂e/year without incorporation of project design features (reduction measures). The proposed project would incorporate a number of design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions.</p>	<ul style="list-style-type: none"> • The Applicant shall install light colored “cool” roofs, cool pavements throughout the project site. • The Applicant shall provide information on energy management services for large energy users. • The Applicant shall install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting. • The Applicant shall limit the hours of operation of outdoor lighting with the exception of security lighting. • The Applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • The Applicant shall prohibit the use of water for cleaning outdoor surfaces and washing vehicles, except at commercial vehicle washing facilities. • The Applicant shall limit idling time for commercial vehicles, including delivery and construction vehicles to five minutes. • The Applicant shall request all tenants and/or occupants of the proposed project to provide public transit incentives such as free or low-cost monthly transit passes to all employees. <p><i>The potential impacts are less than significant with adherence to the aforementioned mitigation.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Hazardous and Hazardous Materials Impacts		
<p>As part of the site assessment undertaken for the original Phase 1 commercial center's development that was recently constructed, available historical aerial photographs were reviewed to determine the historic uses of the project site. These past uses are summarized below:</p> <ul style="list-style-type: none"> ● 1940. The project site was vacant, undeveloped land, and sparsely vegetated. Much of the surrounding property was in commercial use with gradual development occurring during those years. ● 1957. By this date, the project area had experienced development. ● 1990-2008. No significant changes were noted within the project site. <p>The EIR prepared for the Phase 1 development indicated there was a potential for certain hazardous materials being encountered during demolition, grading, and excavation activities. Each of the aforementioned hazardous materials and their on-site potential are discussed below:</p> <ul style="list-style-type: none"> ● <i>Asbestos</i> is a naturally occurring mineral fiber that was historically utilized in a multitude of building material products. No buildings are located on the development site and, as a result, the potential for encountering ACMs on the project site are minimal. ● <i>Lead and lead compounds</i> may be found in many types of paint. No buildings are located on the development site and, as a result, the potential for encountering lead containing compounds are minimal. The presence of the former gun club could indicate a potential for lead shot in surface soils in the vicinity. ● <i>Polychlorinated biphenyls (PCBs)</i> were once used as industrial chemicals whose high stability contributed to both their commercial usefulness and their long-term deleterious environmental and health effects. ● <i>Radon</i> is a naturally occurring colorless, odorless, and tasteless gas produced by the decay of uranium and radium. Due to the general absence of radon gas hazard in the Imperial County region of southern California, no radon gas testing was performed at the proposed project site. 	<p>The hazardous materials typically used on a construction site are transported onto the site packaged in consumer quantities and used in accordance with manufacturer recommendations. The use of construction best management practices (BMPs) typically implemented as part of construction activities are required by the Storm Water Pollution Prevention Plan. The BMPs would minimize the potential adverse effects to groundwater and soils.</p> <p>Adherence to the required BMPs will be effective in reducing the level of potential risk. However, mitigation has been recommended to further reduce the level of risk.</p> <p>Certain structures of the proposed project may be located within the Airport Land Use Compatibility Plan (ALUCP) of Calexico International Airport. In the absence of appropriate planning within this jurisdictional area, land uses and development could subject people to the safety hazards associate with the close proximity of airport. However, adherence to the standard regulations would reduce the potential hazards to a less than significant level.</p> <p>The FAA also requires the project Applicant submit the development plans for an aeronautical review pursuant to the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, Part 77. Development plans will also be submitted to the FAA for final approval.</p>	<p>The use of construction best management practices (BMPs) shall be incorporated into the construction specifications and implemented as part of project construction and shall include the following:</p> <ul style="list-style-type: none"> ● Contractors must follow manufacturer's recommendations on the use, storage, and disposal of chemical products used in construction; ● All refueling and maintenance activities shall occur at a dedicated area that is equipped with containment improvements and readily available spill control equipment and products; ● The overtopping construction equipment fuel gas tanks shall be avoided; and, ● During routine maintenance of construction equipment, maintenance personnel shall properly contain and properly dispose of discarded containers of fuels and other chemicals. <p><i>The potential impacts are less than significant with adherence to the aforementioned mitigation.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Hydrology and Water Quality Impacts		
<p>The project site is located within the Salton Sea Watershed, which encompasses one-third of the region (about 8,360 square miles) and contains five of the six of the Region's impaired surface water bodies. The watershed has been identified as a Category I (impaired) Watershed under the 1997 California Unified Watershed Assessment.</p> <p>Existing surface water runoff in the watershed comes from agricultural and urban land uses. Surface water runoff from agricultural activities contains fertilizers and pesticides. During periods of wet weather, rain carries pollutants and sediments from all parts of the watershed into storm drains and surface water bodies such as streams, rivers, or reservoirs.</p> <p>The following water bodies in the project area have been designated as impaired by the Colorado River Basin Regional Water Quality Control Board (RWQCB): Alamo River, Imperial Valley Agricultural Drains, the New River, and the Salton Sea. The New River carries urban runoff, untreated and partially treated municipal wastes, untreated and partially treated industrial wastes, and agricultural runoff from Mexicali Valley as well as from the Imperial Valley, across the International Boundary into the United States and Mexico.</p> <p>As a result of the high level of pollutants, the New River is considered the most polluted river in North America and is included in the Federal Clean Water Act (CWA) Section 303(d) list of impaired waters. In response to the high level of pollution present in the New River, the City of Calexico has established <i>The New River Committee</i>, which is a special committee created to focus on strategies to improve the water quality of the New River.</p> <p>Imperial County is subject to various degrees of flooding in the form of flash floods or slow floods caused by heavy precipitation. According to FEMA flood maps, the project site is located outside of any FEMA-designated flood zone. The proposed storm drain outfall that will be constructed as part of the Phase 1 development is within Zone A and is within the special flood hazard area and is subject to inundation by a 100-year storm event.</p>	<p>The proposed project would be required to comply with any regulations that are in place during construction and operation of the commercial complex. An accidental release of any of the hazardous materials discharge from construction equipment could degrade the water quality of the surface water runoff and add pollution into local waterways. The most likely runoff constituent of concern from the project site would be from sediment created by soil disturbance during or immediately after construction.</p> <p>The developer would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for coverage under the State-wide storm water discharge NPDES permit. For this project, implementation of standard BMPs will adequately protect against both typical and accidental discharges. Therefore, impacts to water quality standards from the proposed project will be less than significant.</p> <p>Groundwater in the project area is typically encountered at approximately 30 feet below the ground surface in the vicinity of the project site. Construction activities may intercept shallow or perched groundwater requiring temporary dewatering. In addition, there are no known wells that exist in the vicinity of the site that would be affected by the project.</p> <p>The proposed project would not alter the course of a stream or river. The ultimate drainage outlet for the proposed project will be a headwall constructed within the New River channel limits.</p> <p>As discussed above, the planned storm drain system will provide drainage improvements with suitable capacity to capture flows from the project site and discharge runoff to a new public storm water system.</p> <p>During construction and operations, the site will be subject to Section 402(p) of the Federal Clean Water Act, which regulates storm water discharges under the NPDES program.</p>	<p>The project will be designed and constructed in compliance with the NPDES permit and all applicable State and local water quality requirements.</p> <p>A Storm Water Pollution Prevention Plan (SWPPP) will be developed and implemented for the project site that will identify pollutant sources that may affect storm water quality discharges during construction. The SWPPP will include various pollution prevention measures such as erosion and dust control. It will provide a comprehensive Best Management Practices (BMPs) Guide to contractors during site construction.</p> <p>The project shall comply with the local Standard Storm water Mitigation Plan for parking lots and commercial development.</p> <p>Required drainage facilities will be constructed in compliance with approved grading and drainage plans, which detail type, size, and location of storm water lines, inlet/outlet drainage structures, and any detention basins.</p> <p>Outside trash container areas will have leak proof covers on dumpsters, a screened enclosure, and drainage routed around the area.</p> <p><i>The potential impacts are less than significant with adherence to the aforementioned mitigation.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Land Use and Planning Impacts		
<p>The project site is located on the U.S.-Mexico border in the southwest portion of the city of Calexico. The approximately 100-acre project is vacant though it has been disturbed as part of on-going weed abatement activities. There are no remaining structures or uses within the project site.</p>	<p>The adopted General Plan Land Use Map designates the project site as <i>I (Industrial)</i>. The objectives and policies associated with the Industrial land use designation do not support commercial retail uses. As a result, the Applicant is requesting a General Plan Amendment (GPA) to change the land use designation from <i>I (Industrial)</i> to <i>CH (Commercial Highway)</i>.</p> <p>The rezoning of the site to CH would result in: 1) a logical extension of the existing CH zoning on the eastern portion of the site; and 2) meet the intent of the CH zone, per the Municipal Code, to locate such commercial centers along major roadways. The commercial retail center would be located within close proximity to the International Port-of-Entry and the downtown district. The proposed project carries out several of the goals and policies of the General Plan including:</p> <ul style="list-style-type: none"> • Compatibility with other commercial and industrial uses in the area; • Location along a major thoroughfare and adjacency to existing urban development; and, • The encouragement of the use of public transportation through a pedestrian-friendly design and the promotion of a soft-wheeled trolley system to shuttle patrons from downtown and the International Port of Entry. <p>The project would also be consistent with SCAG's growth management (RCP) goals that encourage development that will promote job growth and positive economic impact.</p> <p>The proposed project will introduce new jobs to an area with high unemployment rates and would provide the City with a new source of sales tax revenue. SCAG also encourages projects that are pedestrian/public transportation friendly and do not add to the congestion of city roads. The proposed project is also consistent with SCAG's goal of developing under-used areas such as vacant lots with new business districts.</p>	<p>No mitigation measures are required.</p> <p><i>The potential impacts are less than significant.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Noise Impacts		
<p>Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). The decibel (dB) scale is most often used to quantify sound intensity in a convenient and manageable manner. Noise may be generated from a point source. Objects that block the line-of-sight attenuate the noise source if the receptor is located within the shadow of the blockage (such as behind a sound wall).</p> <p>Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L₅₀ noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise is below this level.</p> <p>The 24-hour CNEL measurement is 67 dBA. The Imperial County Airport Land Use Compatibility Plan (1996) provides a contour map for noise generated at the Calexico International Airport. The 60 dBA CNEL contour line does not extend beyond the southern airport property boundary (closest boundary to project site).</p> <p>The existing noise environment in the area is dominated by motor vehicle traffic traveling on West 2nd Street and in the residential areas in the City of Mexicali, Mexico. In addition, the Calexico International Airport, located approximately 60 feet north of the project site, contributes to aircraft noises in the project area. Overall, the existing ambient noise levels were relatively low.</p> <p>The majority of the traffic associated with the proposed power centers operation will use two roadway segments to access the property: West 2nd Street and Highway 111. For the other streets, the additional traffic will be minimal and far below the traffic required to generate a perceptible increase in mobile noise.</p>	<p>Future noise levels related to construction within and adjacent to the project site would fluctuate depending on the particular type, number, and duration of uses of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes depending on the number of haul trips made and types of vehicles used. However, the closest sensitive receptors are residences and Nosotros Park located ½ mile from where construction noise levels would reach. Therefore, construction noise impacts are expected to be less than significant.</p> <p>Construction activities associated with the project would be temporary in nature and related noise impacts would be short term. The proposed project will generate additional vehicle traffic to the local roadway network. These additional vehicle trips will contribute to an increase in roadway noise in the project vicinity. In addition, the proposed project will generate noise from stationary sources such as roof mounted air-conditioning units and truck delivery activities. However, there are no noise sensitive land uses located adjacent to the significantly impacted roadway segments. The future projected traffic noise would not exceed 75 dBA along the roadways where significant project-generated noise increases would occur. Therefore, the project's traffic increases would result in less than significant impacts related to noise.</p> <p>Based on noise measurements collected from the four corners of the project site, the existing Leq noise levels in the project area range from 45.1 dBA to 64.4 dBA.</p> <p>The noise contour map for CXL's ALUCP shows the 60 dBA CNEL noise contour line not extending beyond the southern airport property boundary along West 2nd Street. Therefore, the project would not expose people working in the project area to excessive noise levels emitted by the airport.</p>	<p>No mitigation measures are required.</p> <p><i>The potential impacts are less than significant.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Public Services Impacts		
<p>The City of Calexico Fire Department is responsible for providing fire protection and emergency medical services within the City's corporate boundaries. The department is also a member of the Imperial Valley Hazardous Materials Response Team and is available to respond to hazardous materials emergencies throughout Imperial County... There are two fire stations located within city limits. The fire stations locations are:</p> <ul style="list-style-type: none"> • <i>Fire Station No. 1 (Main Station) 430 E. 5th Street</i> is located in the central part of the City, approximately 1.2 miles from the project site. This station houses five fire fighters on duty at all times. This station houses one 1994 Emergency One engine with a 75-foot ladder, one reserve engine, and two ALS ambulances with a minimum staff of three for the engine company and two for the ambulance. • <i>Fire Station No. 2 (Substation) 900 Grant Street</i> is located in the western portion of the City, approximately 0.7 mile from the project site. Fire Station No. 2 houses one triple combination fire engine and a triple combination reserve engine with a minimum staff of three assigned at the station. <p>Law enforcement services in Calexico are provided by the Calexico Police Department. The City has one main station and three substations. The main station is located at 420 E. 5th Street and is 1.2 miles from the project site. The three police substations are located at 1095 Camellia Street, 100 Paulin Avenue, and at Nosotros Park. The three substations have very limited police support, as two are located in trailers and the third is located downtown and is currently used by the Parking Facilities Division.</p>	<p>The proposed project will not include residential development that would cause direct population growth though the project would create a significant number of new jobs, largely in retail and construction. Neither retail nor construction jobs generally stimulate relocation to an area. Furthermore, the unemployment rate in Calexico is high. Therefore, the proposed project would not induce direct or indirect growth in the City of Calexico. There would be no increase in population resulting from the proposed project, and since the City of Calexico determines the size of the fire protection force in relation to population, there would be no increase in demand for fire personnel.</p> <p>In compliance with City ordinances, the project developer would be required to pay an impact fee for fire protection to the City to account for the project's fair share. Thus, any costs to the City from needed expansions or additions to the City's fire protection service brought about by the proposed project would be mitigated by this fee.</p> <p>As indicated previously, the project site includes development on previously undeveloped land. The proposed project could result in some increase in need for police protection services. To obtain building permits, developers must pay impact fees to offset any cost from the expansion of the police force. This impact fee mitigates any necessary expansions or additions to police personnel, stations, vehicles, or equipment.</p> <p>In compliance with City ordinances, the project developer would be required to pay an impact fee for law enforcement services to the City to account for the project's fair share. Thus, any costs to the City from needed expansions or additions to the City's law enforcement service brought about by the proposed project would be mitigated by this fee.</p>	<p>The project Applicant will be required to pay mitigation fees to the Calexico Fire Department and the Calexico Police Department. <i>The Applicant's payment of the mitigation fees will reduce the potential impacts to levels that are less than significant after mitigation.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Transportation and Circulation Impacts		
<p>The site would provide three access points along the realigned 2nd Street. The key roadways in the project study area are described below.</p> <ul style="list-style-type: none"> • Dogwood Road. • Kloke Road. • Cesar Chavez Boulevard. • Scaroni Road/Imperial Avenue. • State Route 111/Imperial Avenue. • McCabe Road. • State Route 86/Heber. • Jasper Road. • State Route 98/Birch Street. • Cole Road. • 2nd Street. <p>Infrastructure Engineers (IE) commissioned 24-hour average daily traffic (ADT) counts for study area segments and AM/PM peak hour turn movement counts for study area intersections in May 2013 while local schools were in session. The peak hour counts were conducted between the hours of 7:00 – 9:00 AM and 4:00 – 6:00 PM.</p> <p>Based on the anticipated distribution of the project traffic and recommendations made by the City of Calexico staff, the specific study area includes the following intersections and street segments:</p> <ul style="list-style-type: none"> • Dogwood Road / SR-86 (Heber Road), (Unsignalized Intersection); • Kloke Road / Cole Road, (Unsignalized Intersection); • Cesar Chavez Boulevard / SR-98 (Birch Street), (Unsignalized Intersection); • Cesar Chavez Boulevard / 2nd Street, (Unsignalized Intersection); • Rockwood Street / 2nd Street, (Unsignalized Intersection); 	<p>All of the study intersections are calculated to currently operate at LOS C or better under the City's jurisdiction and at LOS D or better under Caltrans' jurisdiction except the following:</p> <ul style="list-style-type: none"> • Cesar Chavez Boulevard / SR-98 – LOS F/E during the AM/PM peak hours, respectively. <p>All study intersections are calculated to currently operate at under capacity for both the AM and PM peak hours. Under existing conditions all of the study area street segments are calculated to currently operate at LOS C or better on a daily basis with the following exceptions:</p> <ul style="list-style-type: none"> • SR-111 between SR-98 and Grant Street – LOS E <p>Based on the total trip generation calculations, the Phases 2A and 2B of Calexico Power Center are calculated to generate approximately 22,224 ADT with 1,106 total trips during the AM peak hour (627 inbound/479 outbound) and 1,852 total trips during the PM peak hour (926 inbound/926 outbound).</p> <p>Phase 2A is calculated to generate approximately 10,065 ADT with 520 trips during the AM peak hour (288 inbound / 232 outbound) and 800 trips during the PM peak hour (400 inbound / 400 outbound). Phase 2B is calculated to generate 12,159 ADT with 586 trips during the AM peak hour (339 inbound / 247 outbound) and 1,052 trips during the PM peak hour (526 inbound/526 outbound). These figures are likely to be overestimates given the above characteristics related to cross-border traffic and the number of patrons that will be walking or using shuttles to travel to the Power Center. For this reason, the traffic volumes and trip assignments will represent the maximum case conditions.</p> <p>Based on the anticipated amount of clientele that would come from the City of Mexicali and the experience with the Imperial Valley Mall, 60% of the trips are assumed to be departing to and arriving from the City of Mexicali.</p>	<p>No mitigation measures are required.</p> <p><i>The proposed project's impacts are less than significant.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Transportation and Circulation Impacts (continued)		
<ul style="list-style-type: none"> • Dogwood Road / SR-98 (Birch Street), (Signalized Intersection); • Kloke Road / SR-98 (Birch Street), (Signalized Intersection); • Cesar Chavez Boulevard / Grant Street, (Signalized Intersection); • SR-111 / McCabe Road, (Signalized Intersection); • SR-111 / SR-86 (Heber Road), (Signalized Intersection); • SR-111 / Jasper Road, (Signalized Intersection); • SR-111 / Cole Street, (Signalized Intersection); • SR-111 / SR-98 (Birch Street), (Signalized Intersection); • SR-111 / Grant Street (8th Street), (Signalized Intersection); • SR-111 / 7th Street, (Signalized Intersection); • SR-111 / 5th Street, (Signalized Intersection); and, • SR-111 / 2nd Street, (Signalized Intersection). <p>Street segments analyzed include the following:</p> <ul style="list-style-type: none"> • Second Street, west of Cesar Chavez Boulevard; • Second Street, between SR-111 to Bowker Road; • Cesar Chavez Boulevard, between SR-98 to Grant Street; • Cesar Chavez Boulevard, between, Grant Street to 2nd Street; • West Imperial Avenue, between SR-98 to Camacho Road; • Scaroni Road, between Camacho Road to Cole Road; • State Route 98, between Dogwood to Kloke Road; 	<p>This percentage has been confirmed by the City staff as well as from survey information obtained from the operators of the Phase 1 center</p> <p>Access to the Calexico Power Center project site will be via five driveways (referred to as Access #1 through Access #5) located along 2nd Street. Access #1 is the most eastern driveway and Access #5 is the westernmost driveway. Among them, Accesses #2 and #3 will be aligned with proposed accesses of the future expansion of Calexico International Airport located on north side of 2nd Street.</p> <p>Based on a review of expected traffic volumes at each access point, the following geometry is recommended to facilitate adequate operations at each driveway. All the accesses are forecast to operate LOS C or better during both the AM and PM peak hours under all of the scenarios.</p>	

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Transportation and Circulation Impacts (continued)		
<ul style="list-style-type: none"> • State Route 98, between Kloke Road to SR-111; • State Route 98, between SR-111 to Andrade Avenue; • State Route 98, between Andrade Avenue to Bowker Road; • State Route 98, between Bowker Road to Barbara Worth Road; • State Route 98, between Barbara Worth Road to SR-7; • Jasper Road, between Dogwood Road to Scaroni Road; • Jasper Road, between Scaroni Road to SR-111; • Jasper Road, between SR-111 to Yourman Road; • Jasper Road, between Yourman Road to Bowker Road; • Cole Road, between Kloke Road to SR-111; • Cole Road, between Rockwood Avenue to Bowker Road; • State Route 111, between Jasper Road to Cole Road; • State Route 111, between Cole Road to SR-98; and, • State Route 111, between SR-98 to Grant Street/8th Street. <p>Level of service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads.</p> <p>Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. The City of Calexico General Plan accepts LOS C on roadway segments and at intersections. It should be noted that the City of Calexico will accept LOS D at roadway segments if the intersections along the segment operate at LOS D or better during the peak hour.</p>		

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Utilities Impacts		
<p>This section describes the existing utilities that serve the project area. This section considers water delivery service, sources of water supply, wastewater infrastructure, and storm water infrastructure.</p> <ul style="list-style-type: none"> ● <i>Water Supplies and Service.</i> The City of Calexico Water Department provides water service to the project site. The City's water comes from the Colorado River and is distributed by the Imperial Irrigation District (IID) via the All American Canal (AAC) near the Southern Pacific Railroad. Raw water is pumped through a pipeline to the City's 25 million gallon reservoir. The City has a total of three raw water pumps that transfer water from the canal to the City's raw water reservoir. ● <i>Groundwater Supply.</i> Groundwater in the City of Calexico is of poor quality. The City's groundwater also has a boron concentration that exceeds the recommended levels for agricultural uses. Thus, Calexico's groundwater cannot be used for either domestic or irrigation uses. ● <i>Potable Water Supply.</i> The City of Calexico depends on the Colorado River for its surface water. ● <i>Stormwater.</i> Drainage in the project area provided by a combination of piping into the New River and through IID main and lateral drains into the Salton Sea. ● <i>Wastewater.</i> The City of Calexico operates its own system of wastewater collection and treatment. The sewer collection system consists of pipes ranging from 6 to 30 inches in diameter throughout Calexico. The City maintains 100 miles of sewer lines and 15 lift stations. There are two plants with a total treatment capacity of 4.2 MGD, currently treating 2.7 MGD. ● <i>Solid Waste.</i> Allied Waste provides solid waste collection and disposal services for the City of Calexico. The solid waste is deposited in a 42-acre Allied Imperial Landfill located in the City of Imperial, which is considered a Class III landfill (non-hazardous waste). 	<p>The City's WWTP has an average daily flow (adf) capacity of approximately 4.3 mgd, with a peak daily flow capacity of 5.5 mgd, and currently treats approximately 2.7 mgd. Future growth within the City of Calexico is anticipated to increase the demand for wastewater treatment to a point that exceeds the capacity of the City's WWTP. However, future expansion of the WWTP is currently in the design phase, and funding opportunities are being assessed by the City. The project is expected to increase peak daily flow capacity to 6.5 mgd with an ultimate build out capacity of approximately 14.5 mgd.</p> <p>The proposed project is expected to generate approximately 85,552 gallons per day of wastewater on a daily basis. The project Applicant would be required to pay development fees to cover their portion of the cumulative cost of the expansion of the WWTP. With the payment of development fees to offset the additional demand imposed by the proposed project, the project would not exceed the wastewater treatment requirements of the applicable Colorado River Regional Water Quality Board (CRRWQB). Impacts from the proposed project would be less than significant with implementation of the aforementioned mitigation.</p> <p>The proposed project would involve the construction of new 12- to 16-inch water lines and 6- to 8-inch sewer lines on the project site. In order to maintain water pressure, up to two new pumping stations would be constructed due to the relatively flat topography of the project site.</p> <p>The implementation of the proposed project would result in an increase in the demand for water, as compared to existing conditions. The proposed project is expected to consume approximately 106,940 gallons per day of water on a daily basis. The City of Calexico's WTP currently has the capacity of 16 mgd, and is sufficient to serve all areas within the City's corporate boundaries.</p>	<p>Pursuant to Calexico Ordinance No. 1036, the project Applicant shall pay or otherwise provide for the required commercial development fees related to water or wastewater treatment facilities as required by the City of Calexico and IID, prior to the issuance of any building permits for the project.</p> <p><i>The potential impacts are less than significant with adherence to the aforementioned mitigation.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Utilities Impacts (continued)		
	<p>The project Applicant would be required to pay development fees to cover the cumulative expansion of the WTP.</p> <p>With the payment of development fees to offset the additional demand imposed by the proposed project, coupled with both the completion of the proposed WWTP expansion and current underutilization of available WWTP capacity, impacts from the proposed project would be less than significant related to wastewater treatment facilities and infrastructure.</p> <p>The proposed project would be required to incorporate a stormwater drainage system throughout the project site in order to adequately handle storm water runoff and maintain water quality.</p> <p>Storm water for the project is proposed to be conveyed to the New River by means of a system of collection basins and underground storm drain pipes. The system would be designed to handle a 25-year storm event per the City's development regulations.</p> <p>The proposed project is anticipated to generate 66,813 pounds (33.41 tons) of solid waste on a daily basis. This waste will be disposed of at the Allied Imperial Land Fill located at 104 East Roberson Road in the City of Imperial. This landfill is currently permitted to receive a maximum of 1,135 tons of solid waste per day. At the present time, it is receiving between 500 and 600 tons per day, which is well under the maximum permitted capacity.</p> <p>The proposed project, once operational, will be required to comply with the City of Calexico's waste aversion and recycling requirements.</p> <p>The proposed project will not result in a significant adverse impact related to an exceedance of the capacity of the local landfill.</p>	

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Urban Decay Impacts		
<p>Calexico is the second largest city and employment center in Imperial County. The City's most recent population figures from the Census reported 39,389 persons. The median per capita income in Calexico was \$13,137 in 2013, which is less than half the median per capita income for all Californian residents (\$29,527).</p> <p>SCAG estimates regional growth for the Imperial County area for the purposes of planning and public policy development. The most recent growth projections available for Imperial County and the Cities of Calexico and El Centro are from SCAG's 2012 Regional Transportation Plan (RTP). SCAG projects that the City of Calexico's population is expected to increase to a 2020 population of 50,800 and a 2035 population of 62,800.</p> <ul style="list-style-type: none"> • <i>The California Mayoreo Shopping Center.</i> This center is the closest shopping center to the project and is located at 363 West 2nd Street, approximately 0.1 mile from the project site. The shopping center is currently in poor condition. • <i>Downtown Calexico.</i> The City's central business district is located approximately 1/2 mile from the project site. The downtown retail area is predominantly located along East 2nd Street between Imperial Avenue and Mary Avenue. The five block area has a very high density of retail stores. • <i>Imperial Avenue (California State Route 111) Commercial Corridor.</i> Highway 111 is a north-south four-lane street, which connects El Centro and Brawley with Calexico and the border crossing. As the major thoroughfare, the route experiences high volumes of vehicular traffic particularly on Saturdays. Imperial Avenue is the other main retail area for Calexico. Most of the businesses on the eastside of the Imperial Avenue closer to the border are small and independent businesses such as restaurants, retailers, and service businesses aimed primarily to serve visitors from Mexicali. The west side has some similar service and restaurant businesses, but also has numerous auto-related repair and part sales businesses. Further north, approximately 2.4 miles from the project site, the Calexico Wal-Mart Superstore. 	<p>Urban decay impacts are only attributable to a project if it has caused business closures which result in long term property vacancies that thereby result in increased blight conditions. Successful re-tenanting of any vacated business properties or adequately maintained vacant properties will preclude any urban decay findings for the project.</p> <p>Downtown Calexico is likely the area most vulnerable to store-closures and the potential for urban decay within the market area. The large-scale retailers along Imperial Avenue in Calexico and N. Imperial Avenue in El Centro are less likely to face diverted sales as a result of the opening of the Gran Plaza project.</p> <p>The storefronts within the Imperial Valley Mall could face diverted sales as a result of the development of the Gran Plaza project. It is likely that the proposed project would attract some of the same stores as are in the Imperial Valley Mall. It is also possible that some stores would move from the Imperial Valley Mall to the Gran Plaza project. The mall would likely be able to re-tenant any vacancies.</p> <p>As the majority of shoppers at the Imperial Valley Mall are from Mexico, it is also likely that the Gran Plaza project would be complimentary to the Imperial Valley Mall. Mexican shoppers who cross the border at Calexico would have another retail shopping center to visit while in the U.S.</p> <p>The area most likely to be significantly affected is Downtown Calexico. It is the closest to the project site and has the potential to lose both customers and retailers to the Gran Plaza project.</p> <p>While it is possible that some stores within Downtown Calexico could close as a result of the new competition from the proposed Gran Plaza project, the historically high occupancy rates and a strong tax incentive structure imply that any vacancies would be filled within a reasonable timeframe. Based on these findings, ESA determines that the introduction of the Gran Plaza project is not likely to cause urban decay within Downtown Calexico.</p>	<p>No mitigation is required.</p> <p><i>The potential impacts are less than significant.</i></p>

**Table 1-1
 Summary of Impacts (continued)**

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
Energy Impacts		
<p>Power plants in California meet approximately 73 percent of the in-state electricity demand; power from the Pacific Northwest provides another eight percent and power plants in the southwestern U.S. provide another 18 percent. California’s electricity supply is identified by the types of fuel and renewable energy technologies used to generate it. Electricity generation plants in California use the following fuel types: coal (18 percent), natural gas (46 percent), nuclear (14 percent), large hydro (11 percent), and renewable (11 percent). The Renewable Portfolios Standard of 2002 has driven investor-owned utility companies to provide more of their energy from renewable resources. As of 2009, the three largest investor-owned utilities in California—PG&E, Southern California Edison, and San Diego Gas & Electric, supplied 14 percent, 17 percent, and 11 percent of their retail electricity sales with renewable power. The IID is the primary electricity provider for Calexico and Imperial County. The IID obtains its electricity from coal, nuclear, diesel, and natural gas power plants in the Imperial Valley as well as outside of the service area. Energy is delivered through high voltage overhead and underground electricity transmission lines.</p>	<p>Construction-related energy consumption would be a one-time impact and would not be an ongoing drain on finite natural resources. It would require additional energy facilities, the provision of which may have a significant effect on the environment. Construction energy consumption would primarily be in the form of fuel, and would not have a significant effect on the local utility company’s energy resources.</p> <p>The project-related energy use required for the commercial and retail stores would not be considered wasteful, inefficient or unnecessary, and would not consume substantial amounts of finite natural resources. In addition, the project would be required to conform to energy conservation requirements of Title 24, Part 6, of the California Code of Regulations on Building Energy Efficiency Standards.</p>	<p>While mitigation is not required, some elements of the <i>Air Quality Mitigation: Measure No. 2</i> (refer herein to Section 3.2.4.2) would also serve to reduce energy use during construction. In addition, the following mitigation measure shall be required:</p> <ul style="list-style-type: none"> • <i>Energy Mitigation Measure No 1.</i> At least 75 percent of recyclable building materials and construction waste (i.e., soil, vegetation, metal, wood, and cardboard) should be recycled to reduce the secondary energy consumption associated with the extraction of primary resources. If available locally and economical, diesel-powered construction vehicles should utilize bio-diesel as an alternative fuel. <p>While mitigation is not required to reduce operational impacts below significance, the proposed project will incorporate the design features related to utility wand water conservation.</p>

1.8 SUMMARY OF CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the *CEQA Guidelines* require that cumulative impacts be analyzed in an EIR. As set forth in the *CEQA Guidelines* Section 15130(b),

“...the discussion of cumulative impacts shall reflect the severity of the impacts, and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone.”

The cumulative impacts related to the proposed project’s implementation, together with those related projects, are outlined below.

- *Air Quality.* The City of Calexico is a nonattainment area for O₃ and PM₁₀. Regional air pollutant emissions associated with proposed project operations would be generated by the consumption of electricity and natural gas, and by the operation of on-road vehicles. Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified as regional stationary source emissions. Mitigation Measures identified in the ICAPCD

Handbook and ICAPCD Rule 310 (Operational Development Fee) would reduce impacts from the proposed project to a less than significant level; however, many of the cumulative projects have not yet undergone the environmental review process. The potential air quality impacts of the related projects will need to be evaluated on a case-by-case basis.

- *Biological Resources.* Implementation of the proposed project, as well as many of the related projects, would add to the incremental loss of species habitat in the project vicinity. Habitat loss would affect resident species, including special status species, such as the burrowing owl, ferruginous hawk, and mountain plover. In particular, the burrowing owl is found throughout Imperial County and is considered sensitive due to an overall regional loss of foraging and nesting areas within southern California. The proposed project and the cumulative projects will be required to implement appropriate mitigation measures to reduce biological impacts to less than significant levels. The mitigation measures identified in Section 3.2 discuss ways in which the project can reduce impacts (e.g., avoiding sensitive breeding/nesting periods, doing pre-construction surveys, and passive relocation of owls), but they do not address the fact that open land would be lost through the implementation of the project. Currently, Imperial County does not have a Habitat Conservation Plan for sensitive species, nor does it have specific mitigation measures for impacts to burrowing owls and other species. The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFG) currently accept “passive relocation” of western burrowing owls as adequate mitigation for impacts. Therefore, cumulative impacts to biological resources would be less than significant.
- *Cultural Resources.* With the implementation of the related projects, the potential of unearthing unknown historical, archeological, and/or paleontological resources increases. However, as the related projects are implemented, future project Applicants would be required to undergo environmental review similar to the proposed project. This related development would be required to implement mitigation measures to reduce any cultural resource impact to a less than significant level. Thus, with mitigation measures in place, cumulative impacts from cultural resources would be less than significant.
- *Energy Conservation.* The project, together with other regional growth and development, would incrementally increase regional energy consumption. The project would require up to 8.4 million kilowatt hours (kWh) per year post-construction and 2,800 therms per year of natural gas. Current annual electricity and natural gas consumption in Imperial County for the non-residential sector in 2008 was 956 million kWh and 29 million therms, respectively (CEC, 2010). This demand is expected to grow at a rate of 1.2 percent per year for electricity and 0.73 percent per year for natural gas between 2010 and 2018 (CEC, 2009a). California is expected to require additional supplies to meet demand through 2025. The project's contribution to planned cumulative energy demand in combination with other projects' contributions to this demand would be considered cumulatively significant because it would contribute to future demand, which is predicted to exceed current and planned supply. Implementation of the Mitigation Measures identified herein would help reduce the project's energy demand to a level that would not be considered excessive and wasteful.

- *Greenhouse Gases.* The proposed project would contribute to global climate change as a result of emissions of GHGs, primarily CO₂, emitted by construction and operational activities. GHG impacts are considered to be cumulative impacts from a climate change perspective (CAPCOA, 2008). Thus, the analysis of GHG emissions is to determine whether the proposed project impact is cumulatively considerable. Refer to Section 3.5, Greenhouse Gas Emissions, for a discussion of this cumulatively considerable impact.
- *Hazards and Hazardous Materials.* The hazards and hazardous materials impacts associated with a project like the one proposed are usually localized and occur on a project by project basis, rather than in a cumulative manner. Because the proposed project contains mitigation measures to abate site-specific hazards, any potential cumulative impact associated with the proposed project would be reduced to less than significant levels.
- *Hydrology and Water Quality.* Concurrent construction of the proposed project with other projects in the vicinity could result in temporary impacts to hydrology and water quality in the project area. These other construction activities could result in increased runoff, erosion, and subsequent sedimentation with impacts to water quality in downstream water bodies and/or storm drain capacity. Additionally, surface water quality could be affected by area-wide construction activities that result in the release of fuels or other hazardous materials to stream channels or storm drains, or discharge from excavation dewatering activities. Adherence to the requirements of the City of Calexico General Plan, City development regulations and Regional Water Quality Control Board (RWQCB) certification requirements would reduce the above-mentioned project-related impacts to hydrology and water quality to a less than significant level. As such, the contribution of the proposed project to hydrology and water quality impacts would not be cumulatively considerable, and the proposed project would not contribute to a cumulative impact to water quality and flooding.
- *Land Use and Planning.* The City's General Plan designates future land uses for the build out of vacant land within the city limits and sphere of influence. The Applicant is requesting a General Plan amendment to change the land use designation from I (Industrial) to CH (Commercial Highway). Upon approval of a plan amendment, the project would be consistent with the City's General Plan. The project would have beneficial impacts related to job growth in an area with high unemployment rates and provide the City with a new source of sales tax revenue. In addition, this development would infill an undeveloped area within the City thereby creating a link to other adjacent areas and, taken together with other cumulative projects, would therefore not divide an established community. Thus, cumulative impacts to land use and planning resulting from the development of the proposed project would be less than significant.
- *Noise.* The Federal Highway Administration's Highway Traffic Noise Prediction Model was used to analyze noise increases for the studied roadway segments. Sensitive receptors including residences and sports fields currently exist along roadways that would have significant noise increases resulting from the collective traffic of the proposed project and all planned projects in the city of Calexico. Since the Existing plus Total Project Scenario would not result in a net increase in CNEL dBA for the Jasper Road segments, the project would, therefore, not contribute to noise increases along these segments in the cumulative projects scenario. Thus, the project's

noise level contribution to the Jasper Road segments would be insignificant. The proposed project would have a cumulatively significant noise impact along the roadway segments of Cesar Chavez Boulevard. A sound barrier that could attenuate traffic noises currently does not exist along these roadway segments. In addition, the City of Calexico currently does not have a citywide fee program that would allow future projects to pay a fair-share contribution towards constructing a sound wall along the property lines of existing sensitive land uses. Requiring the project Applicant to construct a sound barrier would not be justifiable because the proposed project is not solely responsible for the significant traffic noise increases along these roadway segments. In addition, the project Applicant does not maintain ownership of the affected properties, and therefore does not have the privilege to construct a sound barrier on these properties. Thus, the potential cumulative traffic noise impacts affecting the roadway segments of Caesar Chavez Boulevard would be considered significant and unavoidable.

- *Traffic.* Under 2035 Ambient + Cumulative Projects + Phases 2A and 2B (Mitigated) + Long Term Mitigation Scenario, all of the study intersections are calculated to operate at LOS D or better. An ILV analysis was conducted for the study intersections under 2035 Ambient + Cumulative Projects + Phases 2A and 2B (Mitigated) + Long Term Mitigation Scenario and all study intersections are calculated to operate at under capacity for both the AM and PM peak hours. Under the 2035 Ambient + Cumulative Projects + Phases 2A and 2B (Mitigated) + Long Term Mitigation Scenario, all of the study area street segments are forecast to operate at LOS D or better on a daily basis except the SR-111 segment between SR-98 and Grant Street (LOS F). The SR-111 segment between SR-98 and Grant Street currently operates at LOS E and is forecast to operate LOS F under all of the long-term scenarios. To mitigate the impact on the segment, widening to a six lane highway is recommended. However, its right-of-way is not available due to existing structures. Therefore, it is not feasible to mitigate the impact on the SR-111 segment between SR-98 and Grant Street.
- *Urban Decay.* While some stores within the Downtown Calexico core may close, a historically high rate of tenancy and a strong tax incentive structure indicate that any vacancies would be filled within a reasonable timeframe. The proposed project and other cumulative projects would not likely result in the closure of any large-scale “big box” retailers in northern Calexico or El Centro as none of the cumulative projects currently include a similar retailer. Also, as vacant buildings in both northern Calexico and El Centro are generally well-maintained, the closure of retailers in these retail areas would not likely result in urban decay, should the development of multiple commercial centers result in the closure of current retailers.
- *Utilities.* It is anticipated that the proposed project in conjunction with the cumulative projects in the City, would have significant impacts on the City’s water and wastewater facilities. These cumulative projects would require the existing Calexico WTP to be expanded, and would also require the City’s WWTP be expanded from its current capacity of 4.3 mgd. Pursuant to City Ordinance No. 1036, all development projects within the City, including the cumulative projects, would be required to pay an impact fee per developed acre to assist with the costs of expanding the water treatment facilities, and another impact fee per developed acre to expand wastewater treatment facilities prior to issuance of building permits. The combined solid waste disposal needs of the cumulative projects would also significantly increase solid waste generation. The

Allied Imperial Landfill was recently approved by the Imperial County Board of Supervisors for an expansion that will double its capacity and allow the landfill to remain open until 2040. Thus, the Allied Imperial Landfill would have sufficient capacity to accommodate this increase in solid waste. The cumulative impacts with respect to utilities would therefore be less than significant.

1.9 SUMMARY OF ALTERNATIVES ANALYSIS

This EIR evaluates the following three alternatives:

- The No Project/No Development Alternative; According to the *CEQA Guidelines*, Section 15126.6(e), the purpose of evaluating the No Project/No Development Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. However, the No Project/No Development Alternative is not the baseline for determining whether the proposed project's impacts are significant, unless it is identical to the existing environmental setting analysis that establishes the baseline.
- The Industrial Use Alternative. The Industrial Use Alternative assumes that the project site would be developed with industrial uses rather than commercial uses as proposed; and,
- The Reduced Density Alternative. The Reduced Density Alternative assumes that the site would be developed with a less intense version (reduced square footage) of the proposed project, not to exceed 60% of the square footage of the proposed project.

The environmentally superior alternative was the No Project Alternative. However, this alternative does not meet the project objectives. However, among the other alternatives, the Reduced Density Alternative would be considered environmentally superior. The Reduced Density Alternative would result in fewer impacts and/or would result in less intense impacts on the environment than the proposed project. This alternative would meet all of the goals and objectives of the proposed project. The development of a commercial shopping center would serve the local community and would provide employment and shopping opportunities for residents and visitors. However, the Reduced Density Alternative would not generate as many jobs as the proposed project and would not be as large a tax revenue source for the City. The proposed project would accomplish the City's goals for job creation and tax revenues in a more substantial way.

